

Aviation Capacity
Enhancement Plan

2000 ACE PLAN



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AVIATION CAPACITY ENHANCEMENT PLAN

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PREFACE

The Aviation Capacity Enhancement (ACE) Plan is published annually by the Federal Aviation Administration's (FAA) Office of System Capacity (ASC). The ACE Plan is a reference guide to new and on-going Agency initiatives to expand airport and airspace capacity. The ACE Plan is comprised of the following chapters:

Chapter 1 – Regional Jets Reshape A Dynamic Industry

Provides an overview of the rapid growth of regional jets and their impact on the National Airspace System, including aircraft performance comparisons, a historic perspective on changes in the aviation industry and a summary of their anticipated impact on airport design.

Chapter 2 – Elements of the National Airspace System

Describes the fundamental elements of the National Airspace System, includes information on airports, air traffic facilities and equipment, navigational aids, and airways.

Chapter 3 – National Airspace System Activity and Sources of Demand

Contains current activity and demand in the National Airspace System and provides estimates of future demand.

Chapter 4 – Capacity of the National Airspace System

Discusses the factors affecting airspace and airport capacity.

Chapter 5 – Improving System Performance

Provides an overview of the FAA's strategies to improve system performance.

Chapter 6 – Airport Development

Contains an overview of airport development, including ownership, governance, and an update on construction projects.

Chapter 7 – Airspace Design

Summarizes the FAA's efforts to improve airspace capacity by redesigning airspace.

Chapter 8 – Operational Procedures

Offers an update on air traffic control procedures, part of the ongoing effort to increase capacity with little or no investment in airport infrastructure or equipment.

Chapter 9 – National Airspace System Modernization

Contains an overview of the FAA's progress towards modernization of the National Airspace System through 2015.

The chapters are supported by additional information on aviation activity and construction projects at the 100 busiest U.S. airports in a series of appendices:

Appendix A

Provides historical, current, and forecast information on aircraft operations and passenger enplanements.

Appendix B

Summarizes the status of the recommendations of completed Capacity Enhancement Plans.

Appendix C

Summarizes runway construction projects that are proposed or planned for 2006 and beyond.

Appendix D

Presents airport layouts highlighting current capacity enhancement projects. This year a new feature includes traffic activity graphs as part of the layouts.

Appendix E

Defines acronyms used in the ACE Plan.

Appendix F

Lists the references used to prepare the ACE Plan and credits for materials from FAA and non-FAA sources.

INTRODUCTION

INTRODUCTION

The image on the cover of the ACE Plan captures the depth and complexity of operating in the National Airspace System (NAS). Two perspectives are depicted: an air traffic control radar scope that shows several aircraft in a controller's airspace, and the approach plate that a pilot would use when making an instrument approach to an airport within Washington Center airspace. Each layer of responsibility affects the other—controllers and pilots must work together for the air traffic control system to work.

Significant Developments

During 1999, traffic continued to grow steadily; enplanements reached 659.9 million and operations increased to 68 million. The FAA forecasts continued growth, with enplanements passing 1 billion and operations climbing to 86.9 million by 2011, increasing the need for capacity enhancements.

In April 2000, Congress passed the Wendell H. Ford Aviation and Reform Act for the 21st Century, known as AIR-21. This legislation provides the FAA with a \$10 billion increase in funding over the next three years, with most of the additional funding going towards radar modernization and airport construction projects. AIR-21 also phases out slot controls at LaGuardia, Kennedy, and Chicago O'Hare airports.

Another important development was the rapid growth in regional jet operations. As the changeover of the regional airlines' fleets from turboprops to jets continues, the distribution of traffic in the NAS is also changing, affecting both airspace and airport capacity.

Capacity Enhancements Continue

Building new airports is the most direct means of improving capacity, but the FAA also works to use the existing infrastructure more efficiently. The Office of System Capacity coordinates research on improvements in runways and taxiways, navigational aids, and operational procedures. Since the start of the Airport Capacity Design Team program in 1985, 47 Airport Capacity Team studies have been completed.

Airport construction projects, depending upon the type of project, may take a decade or more to complete. Projects recently completed at the 100 busiest airports include runway extensions at Newark International and Memphis International and a new runway at Phoenix Sky Harbor International.

Delays In Perspective

In 1999, some 374,116 flights were delayed 15 minutes or more, an increase of 22 percent from 1998. A large majority of these delays were attributed to weather and a smaller but significant percentage to volume. Unfortunately, delays continued to increase through the first nine months of 2000. Figure I-1 puts these delays into perspective, showing how they are concentrated at a relatively small number of airports. Ten large-hub airports accounted for 64 percent of all delays in 1999, but only 31 percent of enplanements.

Rank	ID	Total Ops	Total Delays	Delays per 1,000 Ops	Average Time (Min)	CY99 Enplanements	% of Total Enplanements
1	ORD	897,290	49,202	54.83	55.83	34,050,083	5%
2	EWR	463,000	36,553	78.94	49.98	16,927,048	3%
3	ATL	909,911	32,737	35.97	37.67	38,136,866	6%
4	LGA	368,311	28,474	77.3	39.95	11,968,030	2%
5	SFO	440,032	21,187	48.14	52.96	19,249,988	3%
6	DFW	867,338	16,731	19.29	38.7	27,990,212	4%
7	BOS	502,164	14,989	29.84	43.96	13,183,145	2%
8	PHL	480,279	14,516	30.22	45.25	13,183,145	2%
9	JFK	355,677	13,547	38.08	36.44	11,762,140	2%
10	PHX	563,843	11,919	21.13	27.11	16,781,835	3%
Total ➤		5,847,845	239,855			205,424,530	31%
Total Average ➤				43.38	42.79		

Total All Airports ➤	374,116	659,923,639
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Sources: Federal Aviation Administration, Top 10 Facilities by Total Delays, CY99
Federal Aviation Administration, APO-130. Enplanements for all airports, CY99

Figure I-1
Airports Ranked by Number
of Delays

Figure I-2 summarizes planned runway projects at the same ten airports from 2000 through 2005. In addition to the completed projects mentioned above, future plans include new runways at Hartsfield Atlanta International, Dallas/Fort Worth International and a proposed runway at Boston Logan International. Runway extensions are planned at Dallas/Fort Worth International and Phoenix Sky Harbor International.

Rank	ID	Planned Runway Projects through 2005	Estimated Completion
1	ORD	No Projects Planned	N/A
2	EWR	Runway 4L/22R Extension	2000
3	ATL	New Runway 9S/27S	2005
4	LGA	No Projects Planned	N/A
5	SFO	No Projects Planned	N/A
6	DFW	Runway 18R/36L Extension	2002
		Runway 17C/35C Extension	2003
		Runway 18L/36R Extension	2004
		New Runway 18R/36L	2005
7	BOS	New Runway 14/32	2005
8	PHL	No Projects Planned	N/A
9	JFK	No Projects Planned	N/A
10	PHX	New Runway 7/25	2000
		Runway 8L/26R Extension	2002

Source: Federal Aviation Administration, APP-410

Figure I-2
Runway Projects at the
Most Delayed Airports

Improving System Performance

Beginning in the fall of 1999 and continuing through 2000, the FAA has taken significant steps to reduce delays through the Spring/Summer Plan. A joint FAA/industry effort, the Spring/Summer Plan was designed to mitigate the effects of severe weather on aircraft operations through a re-commitment to collaboration between the FAA, the airlines, and other NAS users.

The FAA continued its efforts to reduce delays when in May 2000 a group of NAS users, FAA managers, and union representatives met to discuss the National Airspace Redesign. Participants suggested that the FAA concentrate on short-term actions to improve performance at a number of system choke points. The FAA embraced these suggestions and quickly prepared a national plan to relieve the congestion at those choke points. The first action items are scheduled to be implemented or fully tested by the end of October 2000.

Milestones in NAS Modernization

NAS Modernization, the FAA's long-term plan to meet the growing demand for air traffic services had several significant accomplishments in the past year:

- The FAA dedicated the final Display System Replacement (DSR) on July 14, 2000 at the Washington Air Route Traffic Control Center (ARTCC). The first major component of the FAA's modernization of the nation's en route air traffic control system infrastructure, the DSR program was completed on time and within budget, and the new equipment is now operational at all 20 continental ARTCCs.
- The first HOST and Oceanic Computer System Replacement (HOCSR), which replaced antiquated computers, was dedicated at the New York ARTCC in March 1999. Subsequent installations proceeded rapidly and by January 2000 the new systems had been installed at all 20 continental ARTCCs.
- The five technologies of Free Flight Phase 1 were successfully deployed at test sites around the country and are bringing real and measurable improvements to air traffic control operations:
 - The User Request Evaluation Tool (URET) has increased the number of direct routes at Indianapolis and Memphis ARTCCs by approximately 30 percent
 - The Traffic Management Advisor has increased the arrival rate at Dallas/Fort Worth Airport by five percent
 - The Passive Final Approach Spacing Tool has enabled controllers to add one or two arrivals per rush at Dallas/Fort Worth Airport
 - The Surface Movement Advisor has helped airlines avoid three-to-five diversions per week at Detroit Metropolitan Airport
 - Collaborative Decision Making has helped airlines avoid over 10 million minutes of delay

Summary

The challenges posed by the continuing growth of traffic and the changes in the distribution of that traffic are real. The FAA is dedicated to meeting those challenges and the needs of the aviation community. The FAA's goal is to enhance system capacity while ensuring safety in aviation. The ACE Plan highlights the FAA's new and on-going initiatives to reach those goals.

TABLE OF CONTENTS



PREFACE	I
INTRODUCTION	IV
Significant Developments	iv
Capacity Enhancements Continue	iv
Delays In Perspective	iv
Improving System Performance	vi
Milestones in NAS Modernization	vi
Summary	vi
I REGIONAL JETS RESHAPE A DYNAMIC INDUSTRY	2
1.1 Market Overview	2
1.2 Operational Characteristics of Regional Jets	3
1.3 The Role of Regional Jets	4
1.4 The Changing Role of Regional Jets	5
1.5 The Impact of Regional Jets on Airspace Capacity	5
1.6 The Impact of Regional Jets on Airport Capacity	6
1.7 Summary	7
2 ELEMENTS OF THE NATIONAL AIRSPACE SYSTEM	10
2.1 Airports in the United States	10
2.1.1 Commercial Service Airports	10
2.1.2 General Aviation Airports	11
2.2 Airspace in the United States	12
2.2.1 Classes of Airspace	12
2.2.2 Special Use Airspace	14
2.3 Air Traffic Control Facilities and Equipment	15
2.3.1 Air Traffic Control Towers	15
2.3.2 Terminal Radar Approach Control Facilities	15
2.3.3 Air Route Traffic Control Centers	16
2.3.4 Air Traffic Control System Command Center	17
2.3.5 Flight Service Stations	18
2.4 Navigational Aids	18
3 NATIONAL AIRSPACE SYSTEM ACTIVITY AND SOURCES OF DEMAND	20
3.1 Passenger Enplanements and Aircraft Operations	20
3.1.1 Enplanements and Operations at the Busiest Airports	21
3.2 Air Cargo Activity	22
3.3 General Aviation Activity	22
3.4 New Sources of Demand	23
3.4.1 Fractional Ownership	23
3.4.2 The Small Aircraft Transportation System	24
3.4.3 New Large Aircraft	25
3.4.4 Commercial Space Transportation	25
4 CAPACITY OF THE NATIONAL AIRSPACE SYSTEM	28
4.1 Airspace Capacity	28
4.1.1 Factors Affecting Airspace Capacity	29

4.2	Airport Capacity	29
4.2.1	Factors Affecting Airport Capacity	30
4.2.1.1	Airfield Resources	31
4.2.1.2	Visibility and Meteorological Conditions	31
4.2.1.3	Air Traffic Control Procedures	31
4.2.1.4	Noise Abatement Procedures	31
4.2.1.5	Demand	32
4.2.1.6	Airport Congestion	33
5	IMPROVING SYSTEM PERFORMANCE	36
5.1	Demand, Capacity, and Delay	36
5.2	Delays in the National Airspace System	37
5.3	Strategies to Improve System Performance	39
5.3.1	The Spring/Summer Plan	40
5.3.2	The National Choke Points Initiative	42
5.3.3	Department of Transportation Initiatives	45
5.3.3.1	One DOT Initiative	45
5.3.3.2	Federal Railroad Administration High Speed Ground Transportation Initiative	45
6	AIRPORT DEVELOPMENT	48
6.1	Airport Capacity Studies	48
6.1.1	Airport Capacity Design Team Studies	48
6.1.1.1	Newark International Airport	48
6.1.1.2	Tampa International Airport	49
6.1.1.3	Portland International Airport	49
6.1.1.4	Anchorage Area Design Team Study	49
6.1.2	Additional Airport Capacity Activities	49
6.1.2.1	Dallas/Fort Worth International Airport	49
6.1.2.2	Baltimore-Washington International Airport	50
6.1.2.3	Washington Dulles International Airport	50
6.1.3	Air Traffic Control Ground Simulations	50
6.1.3.1	Phoenix Sky Harbor International Airport	50
6.1.3.2	Ben Gurion International Airport	51
6.2	Funding of Airport Development	51
6.2.1	Airport Improvement Program	51
6.2.2	Passenger Facility Charges (PFCs)	51
6.2.3	User Charges	52
6.2.3	Bonds: Revenue, General Obligation and Special Facility	52
6.2.5	Other Sources of Funding	52
6.3	Airport Construction and Expansion	53
6.3.1	Construction of New Airports	53
6.3.2	Conversion of Military Airfields to Civilian Airports	53
6.3.2.1	Austin-Bergstrom International Airport	54
6.3.2.2	Alexandria International Airport	54
6.3.2.3	Sawyer International Airport	54
6.3.3	Construction of New Runways, Extensions, Taxiways, and Aprons	54

7	AIRSPACE DESIGN	58
7.1	National Airspace Redesign Plan	58
7.2	Consolidation of Terminal Radar Approach Facilities	59
7.2.1	The Potomac Consolidated TRACON	60
7.3	Area Navigation Route Development	61
7.3.1	The Atlantic High Class A RNAV Project	62
7.3.2	Advanced Navigation Routing Project	63
7.3.3	Southern Region RNAV Routes	64
7.3.4	Gulf of Mexico Helicopter Procedural Initiative	64
8	OPERATIONAL PROCEDURES	66
8.1	Reduced Oceanic Separation Standards	66
8.1.1	Reduced Vertical Separation Minima in the Atlantic and Northern Pacific	66
8.1.2	Reduced Horizontal Separation Minima in the Pacific	67
8.2	Increasing Civilian Access to Special Use Airspace	67
8.3	RNAV Approaches	69
8.4	Removal of 250-Knot Speed Limit	70
8.5	Simultaneous Offset Instrument Approaches	70
8.6	Increased Use of Land and Hold Short Operations	71
9	NATIONAL AIRSPACE SYSTEM MODERNIZATION	74
9.1	Milestones in NAS Modernization	74
9.1.1	Full deployment of The Display System Replacement	75
9.1.2	HOST and Oceanic Computer Replacement	75
9.1.3	Common Automated Radar Terminal System	76
9.2	Free Flight Technology Operational Tests	76
9.2.1	Free Flight Phase 1	76
9.2.1.1	Results of Free Flight Phase 1 Deployment	79
9.2.2	Free Flight Phase 2	79
9.2.3	Safe Flight 21	80
9.2.3.1	Ohio Valley Project	81
9.2.3.2	Alaska Capstone Program	81
9.2.4	Other Modernization Programs	82
A	AVIATION STATISTICS	88
B	CAPACITY ENHANCEMENT PLAN UPDATE	108
C	RUNWAY PROJECTS 2006 AND BEYOND	112
D	AIRPORT LAYOUTS FOR THE TOP 100 AIRPORTS	115
E	GLOSSARY	218
F	CREDITS	222

TABLE OF FIGURES



Figure I-1	Airports Ranked by Number of Delays	v
Figure I-2	Runway Projects at the Most Delayed Airports	v
Figure 1-1	U.S. Fleet by Aircraft Type	2
Figure 1-2	Seating Capacity of Turboprops, Regional Jets, and Narrow Body Jets	3
Figure 1-3	Cruising Speed of Turboprops, Regional Jets, and Narrow Body Jets	4
Figure 1-4	Runway Length Requirements for Regional Jets	6
Figure 2-1	Commercial Service (CS) Airports in the U.S.	11
Figure 2-2	NPIAS General Aviation Airports in the U.S.	11
Figure 2-3	Classes of Airspace	13
Figure 2-4	Airspace Managed by Centers	16
Figure 2-5	Boundaries of ZOB High Altitude Sectors	17
Figure 3-1	Enplanements and Operations, FY 1994-2011	20
Figure 3-2	Ten Busiest U.S. Airports by Enplanements FY 1999 and Forecast for FY 2011	21
Figure 3-3	Ten Busiest Airports by 1999 Operations FY 1999 and Forecast for FY 2011	21
Figure 3-4	Ten Busiest Cargo Airports	22
Figure 3-5	Ten Busiest General Aviation Airports FY 1999 Operations	22
Figure 3-6	Percentage of GA Activity at Large Hub Airports FY 1999 Operations	23
Figure 4-1	Hourly Arrival and Departure Rates at Large Hub Airports, CY 1999. . .	30
Figure 4-2	Variability in Demand at DFW (Hourly)	32
Figure 4-3	Variability in Demand at DFW (Quarter Hour)	33
Figure 5-1	Annual Service Volume Estimates: Annual Demand and Delay at Salt Lake City International Airport	36
Figure 5-2	Annual Service Volume Estimates: Impact of a New Runway at Orlando International Airport	37
Figure 5-3	Annual Delays by Cause	38
Figure 5-4	Delays by Month	38
Figure 5-5	Delays by Phase of Flight	39
Figure 5-6	National Choke Points.	43

Figure 6-1	Approved Passenger Facility Charges	52
Figure 6-2	1999 Military Airport Program Participants	53
Figure 6-3	Life Cycle of a New Runway	54
Figure 6-4	Completed Runway Construction Projects January 1995 to October 2000	55
Figure 6-5	Runway Construction Projects November 2000 to December 2005 . . .	56
Figure 7-1	Terminal Airspace in the Washington/Baltimore Area.	60
Figure 7-2	Atlantic RNAV Routes	62
Figure 7-3	Savings from RNAV Routes	63
Figure 8-1	Special Use Airspace Routes Along the West Coast	68
Figure 8-2	LAHSO Takeoff and Landing Procedures	72
Figure 9-1	Free Flight Phase 1 Deployment Sites	78
Figure 9-2	ATC Facilities with Current and Planned FFP1 Deployments	78
Figure 9-3	NAS Modernization Phase 1 (1998-2002)	82
Figure 9-4	NAS Modernization Phase 2 (2003-2007)	83
Figure 9-5	NAS Modernization Phase 3 (2008-2015)	85
Table A-1	Airport Enplanements, by Fiscal and Calendar Years (1997, 1998, and 1999)	88
Table A-2	Airport Operations, by Fiscal and Calendar Years (1997, 1998, and 1999)	91
Table A-3	Airport Enplanements, 1999, and Forecast 2011	94
Table A-4	Airport Operations, 1999, and Forecast 2011	97
Table A-5	Growth in Enplanements from 1998 to 1999	100
Table A-6	Growth in Operations from 1998 to 1999	103
Table B-1	Airport Capacity Recommendation (by region)	108
Table C-1	Runways Planned, Proposed, or Currently Under Construction at the 100 Busiest Airports for 2006 and Beyond	112